

ANNOUNCEMENT

We take this means of announcing to the public that we are now the authorized agents of the Studebaker corporation, in Putnam, and the Hastings section of St. Johns counties, operating under the firm style of Fowler & Blake.

We are stocking a complete line of Studebaker parts and equipment, which, together with a thoroughly experienced mechanical force, and a modernly equipped shop, will assure the public of an up-to-the-minute Studebaker

"SERVICE THAT SERVES."

Until such time as the Buick Motor Co. appoints an authorized representative in Palatka, we will continue to be of all possible service to the many Buick owners, whose business we have been favored with in the past.

FOWLER & BLAKE

PALATKA

BURT DEMANDS AN ACCOUNTING FROM ROAD DEPARTMENT

Says Road No. 3 Being Consistently Ignored by State Board

F. M. Burt, of DeLeon Springs, in a signed article in the DeLand News demands that the State Road Department state why it has not carried out its agreement to construct that section of the road between DeLeon Springs and DeLand, and why it is consistently ignoring all appeals for aid for the entire St. Johns Scenic Highway. He says:

The road department has the acts and omissions of their predecessors to contend with; they have various influences brought to bear on them that tend to scatter their energies and funds; and, criticism that is just and unjust. However, we all have our troubles and, at this stage of the game they know or ought to know that with the funds now available or that will probably be available for a long time to come that all state and state aid roads will not be standardized their entire length for many years, and, that the logical and practical plan is to concentrate work upon the main state roads known as roads 1, 2, 3, 4, 5, 6, 7 and 8 and refuse to consider any new projects until those roads are finished.

It is also known that of the state roads, Nos. 2, 3 and 4 are the ones which accommodate the most travel and will for years to come. It is also well known that these three roads are in bad condition. That is, road No. 2 is in poor condition between Ocala and Lake City, a large extensive stretch; road No. 3 from DeLeon Springs to Jacksonville is in bad shape in some links but for a comparatively short distance; and, road No. 4 from Ormond to Jacksonville, a long expensive stretch is in poor condition.

Judge H. B. Philips, chairman of the state road department, in an address to the American Automobile association delegates, in January said in part, that there could be built in one year a system of roads that would enable the people of Florida to travel in comfort to south Florida—not hard surface them—but get them in condition for travel. He mentioned roads 2 and 4 but said nothing about road No. 3. By looking at the state road map it will be seen that road No. 3 is the shortest route; goes through the most populated and productive land, and, can be made safe and comfortable to travel from Jacksonville to DeLand with less expenditure of time and money than any other route. South of DeLand the roads are in serviceable shape to travel over to Orlando and from which point the traveller may proceed over good roads to either the West or East coasts or central Florida. Road No. 3 is not only a state road but is an inter-state road as it connects with road No. 4 running from Jacksonville to the Waycross road at the Georgia line and with road No. 1 running from Jacksonville to Lake City and thence over road No. 2 from Lake

City to the Georgia line connecting with the Valdosta road. The bulk of the travel to and from Florida is over the Valdosta and Waycross roads, which connect with road No. 3—the shortest route south, to relieve all of central and south Florida.

Why Judge Philips ignored road No. 3 in his address is not known.

Roads 1, 2 and 4 are very important; but, road No. 3 is more important due to the fact that it can be placed in serviceable, if not first-class standard shape, quickly; and, which would be in the way of an emergency measure and relieve all of central and south Florida through the Gateway City of Jacksonville, and thereafter build those long expensive roads Nos. 2 and 4 as funds are available in a standard manner. Just why Judge Philips ignored road No. 3 many people would like to know.

During January contracts were awarded for road construction work amounting to two million dollars or

more by the road department; but bids for the Volusia county stretch of road No. 3 were neglected, and so far as published reports are concerned it was the only project turned down. Judge Philips has stated that bids were rejected because all bids were too high. People would like to know whether they are high because the District money available would not cover the expense, without the State contributing, or, whether they were too high based on the work as compared with like work on similar projects?

It is understood that the Volusia county link of road No. 3 was made a federal aid project; that a federal inspector was on the work for six months or more and then discharged or allowed to go and thus automatically cancelled federal aid. The district contributed \$8,333.33 per mile to this road; the state road department agreed to put in a base 16 feet wide of coquina rock or Ocala lime

rock. People would like to know why the state did not add enough to the district money to put in the base as agreed and at the same time retain the federal aid funds to complete this stretch of road?

To make road No. 3 safe and comfortable and take the cork out of the neck of the bottle to relieve central Florida and all of the East coast to Miami and the West coast to Tampa only requires:

Duval county to repair her brick road to the Clay county line.

Clay county to repair her asphalt road from the Duval county line to Green Cove Springs and build a new road a comparatively short distance from Green Cove Springs to the Putnam county line.

Putnam county to repair and build a road from the Clay county line to Sisco, a relatively short distance. From Sisco to the Volusia county line a standard road is now being built.

Volusia county, to complete the road which is now graded from the Putnam county line to DeLeon Springs. This stretch of 19 miles has been graded and bridges and culverts built (but not according to contract) and the state road department have contracted to put in the base but are extremely slow in executing it. In fact have not started. They also agreed to put on the finishing coats and complete the road when funds may be available which may mean little or much.

When the state road department is approached they seem to be adverse to talking about road No. 3. When written to they do not answer pertinent question but say "Yes, we realize the importance of road No. 3. It is having our consideration, etc."

The Volusia county grand jury has petitioned the governor to get action on this road. The Volusia county

board of education have petitioned to put this road into condition in order that children may reach schools. Individuals have petitioned, without results. But nothing happens, while work on other scattered projects seems to progress.

The question arises, what people of Duval, Clay, Putnam, Volusia and Seminole counties fact, all of central and south Florida going to do about the matter would seem that patience has to be a virtue.

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9:45 a. m.—Sunday School.

11:00 a. m.—Sermon, Shrinking from a severe Test.

6:45 p. m.—B. Y. P. U.

8:00 p. m.—Neglect is Fatal.

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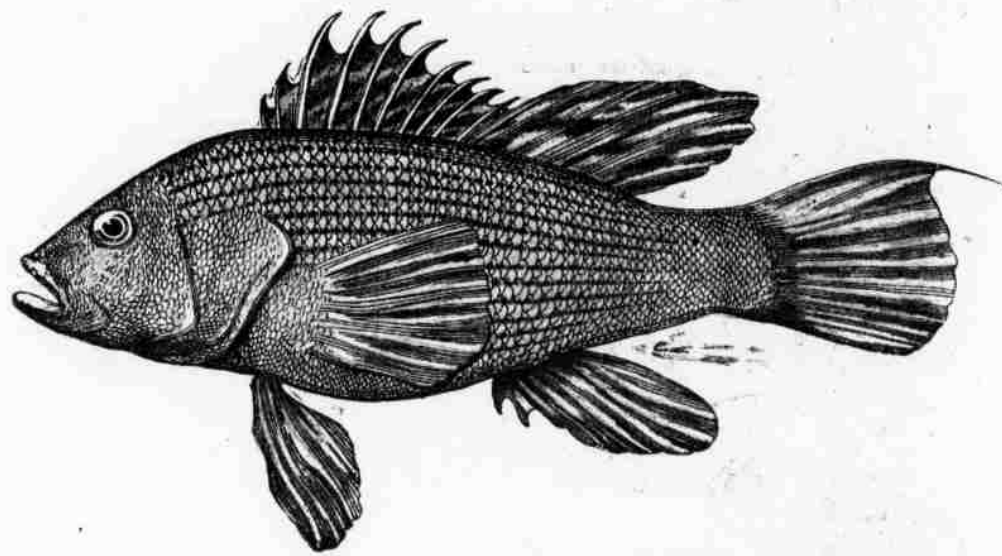
United Shoe Store

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PALATKA

HERE HE IS BOYS!



He stays down just below the Country Club. Julian Calhoun hung him once, and lost him; Bill Crane had three strikes from him, but he got away; Pete Hagan was so disappointed when he got away that he went to Hot Springs to try weak fish. Jim McCoy is waiting to put him on ice, and if these boys would only try some of the tackle we have just put in stock we will have him out of the old St. Johns the first time he strikes.

Have you seen the Winchester Rifle offered as a prize for the largest Bass caught between now and October 31st with either a Winchester Reel Line, Rod or Bait?

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